



THE DELAWARE AND HUDSON RAILROAD BULLETIN

*The
D&H*

NOVEMBER 1, 1932

WOODLAND PATH
ALTAMONT, N.Y.

Thanksgiving

*SHOW us the way to see the good
That comes into our lives each day,
The blessings dimly understood
That give us cheer along the way.
Give us content, with gold and gear—
Though much or little we possess—
Let us be glad for what is here
On this, our day of thankfulness.*

*But broaden, too, the soul and mind
So that our thanks will not be found
By custom's rule and rote confined
Within this one day's narrow bound.
Let us be glad for early rain
That bids the flowers wake and creep,
Let us be glad for snowy plain
That holds them in their winter sleep.*

*Let us remember each kind word
By weight of goodly feeling blest—
Each gentle thing we've said or heard—
And blot from memory the rest.
Give us the grace to see and know
The benefits along the way—
The many things that help us so.
Let us be thankful every day.*

—WILBUR D. NESBIT.

*"The
S.H."*

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

*"The
S.H."*

Worked On "Lost Branch"

The U. C. & B., Planned as Part of The Delaware and Hudson, Never Joined It

DID you ever hear of The Delaware and Hudson's Utica Branch?" asks MELVIN A. HITCHCOCK, retired Oneonta Car Department pattern-maker, when in a reminiscent mood, he wants to startle other veteran railroaders. Almost invariably his listeners reply that the company never owned such a line; certainly MR. HITCHCOCK must be mistaken.

"You're wrong," he counters, "I worked on the Utica Branch." He then continues to tell of his experiences on the Utica, Clinton, and Binghamton, a line which, under that name, was never completed, although it was at one time planned to make it a part of The Delaware and Hudson system, extending northward to Canada.

Construction of this railroad was begun in the eighties and eventually it was completed through from Utica to Randallsville, 31 miles distant, where it connected with the Ontario and Western. The Delaware and Hudson Canal Company then surveyed a route for a proposed line from Nineveh to Randallsville, evidently with the intention of developing new anthracite markets in central and western New York, and leased the financially distressed Utica, Clinton and Binghamton's right of



MELVIN A. HITCHCOCK

way between Randallsville and Utica for a term of 99 years. After operating it for two years the Delaware and Hudson sold its lease to the Ontario and Western.

During those two years of Delaware and Hudson operation, MR. HITCHCOCK was a member of the bridge gang on this standard gauge, single track railroad. It owned two small locomotives, the *O. S. Williams* and the *J. W. Church*, both named for two of its largest stockholders.

"That is the story of a railroad which lay between two prospective terminals, but never connected with its main line—sort of a lost branch in the middle of New York state," concludes MR. HITCHCOCK.

MR. HITCHCOCK's birthplace, Hamilton, N. Y., was the seat of four prominent enterprises during his childhood: a tannery, a sash and blind factory, a wire screen manufactory, and a university. The first three have long since been abandoned; the university is now one of the nation's most prominent schools. When MR. HITCHCOCK was born, March 7, 1858, this institution was known as Madison University; later it was endowed by James Boorman Colgate and its name was changed to Colgate University as a permanent memorial to his name.

After working on various farms in central New York for several years, MR. HITCHCOCK went to work in a grist mill at Cleveland Mills, Chenango County, N. Y., in 1883. The owner conducted a custom flour and feed business: farmers brought their wheat, buckwheat, corn and oats to the mill to be ground into flour and feed for stock; the miller was paid either by "toll," one-tenth of the raw material, or at a specific cash rate, then about ten cents per hundredweight.

The circular four-foot millstone, fashioned out of French burr stone, was turned by water power, provided by damming a small stream. As the big stone rotated the grain dropped down through an eight-inch hole in the center, was ground against the stationary bed stone, and then dropped off at the edge.

Except for his two years of railroading on the U. C. & B., MR. HITCHCOCK continued as a miller and millwright until 1903, when he was hired as a car repairer at Oneonta by General Foreman A. Wing.

In 1910 MR. HITCHCOCK was placed in charge of the template room where he made full-scale patterns of every wooden part used in the construction of all types of coal, box, flat, milk, passenger, and baggage cars built in the Oneonta shops. On him fell the responsibility of guaranteeing that the finished cars would be accurately made for the workmen followed his patterns exactly; therefore, if his model was made according to the blue print specifications, each part would fit into place; if he made a mistake—but the damaging consequences prohibited the tolerance of errors!

MR. HITCHCOCK completed 29 years service in the Car Department prior to his retirement on pension March 1, 1932. He and Mrs. Hitchcock, their daughter and two grandchildren reside at 9 Watkins Avenue, Oneonta.

Distribution

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Using Spare Time

ARTHUR T. Hadley, who at his death was president emeritus of Yale, was a notable example of what a man may learn if he knows how to use his leisure to good advantage.

Dr. Hadley was not only a famous teacher, author, lecturer and university executive, but he was an authority on a wide variety of subjects. Economics and railway transportation were his particular hobbies. He is said to have spoken freely and correctly almost every language of modern Europe. He could read without the aid of a dictionary a dozen ancient languages. He prided himself on his ability to teach every subject listed in the college catalogue. He was an expert at chess, whist, and tennis, a great pedestrian, and a daring Alpine climber. He was deeply interested in football, baseball, and military tactics. His knowledge of animals and their habits was profound. He amused himself now and then by astonishing the keeper of a zoo with his exhaustive knowledge of the habits of wild animals. He could step up to the captain of an ocean liner and discuss the most intricate mathematical problems in connection with marine navigation.

It is not necessary to say that President Hadley used his leisure hours to good advantage. A man gifted with ordinary native intelligence, plus a willingness to study, may reach almost any goal that he chooses to set for himself if he but devotes his spare time to the task. Men such as Mr. Hadley are not born with an innate understanding of a Sanskrit verb, nor with the knowledge that a railway grade of three-tenths of a foot to a hundred feet may be negotiated without a pusher locomotive. Neither did they learn it all in college, for college but gives one a start.

Given an average quota of brains, one may learn a new language every five years if he but applies himself. He may in one month's time learn the history of a world empire, or of the development of his trade or profession, by a proper use of time that might otherwise be spent in idleness. And he will still have evenings for other recreation.

Those who ride to work in a steady-riding trolley or train have an advantage, for if this interval is spent in the study of a useful book, it is surprising the amount of knowledge that may be gained in a year's time. Financial independence is achieved by a systematic saving of comparatively small amounts. A well-stocked mind is often the result of a systematic use of hours that otherwise might have been wasted.—*Through the Meshes.*

Panics and Depressions

ALL are interested in the causes and cures for the depression in which we are involved. Recently, "The Epic of America," by James Truslow Adams, has dealt with the several experiences of this country in financial disturbances.

While much of the book is subject to challenge and criticism, many of the facts are accurately stated and the writer is a man of ability and prominence.

The following extracts give in general his views of our industrial history in the Revolutionary Period, 1819, 1837, 1857, 1873, 1893, and 1929. Discussion of the 1907 panic and depression, from other sources, is inserted in regular order, as Mr. Adams dwells rather too lightly on that period. Certainly panics and depressions are not novel experiences.

Revolutionary Period

THERE was the usual disorganization of the economic life that is the concomitant of any war on a large scale, emphasized by the complete demoralization of the monetary system. Like the paper mark of Germany a decade ago, the paper money of the United States declined to zero, and the phrase 'not worth a Continental' was so impressed upon the people that, unlike the money to which it referred, it gained a lasting circulation. By 1780, gold stood at a premium of 4,000 per cent. All the evils of inflation and depreciation were present. Prices, both of commodities and of labor, soared, owing to actual scarcity and to paper money. Profiteering was rife, and reputable merchants of high social standing took from 100 to 300 per cent profit. Incomes based on permanent investments in mortgages and other fixed forms of interest declined to nothing. Captures of ships at sea by the British ruined some merchants, while captures of the British raised others to wealth. Unscrupulous contractors rose from poverty to opulence. Everywhere new men appeared to replace those whose fortunes had been lost. In the year of peace, James Bowdoin of Boston wrote to ex-Governor Pownall, 'When you come you will see scarcely other than new faces. The change which in that respect has happened within the few years since the revolution is as remarkable as the revolution itself.'

"If the personnel of the richer class had been turned topsy-turvy, the suffering of the poorer was extreme. The state debts had grown to staggering proportions and taxation had been so devised as to bear most heavily on the poor, the poll tax in Massachusetts, for example, accounting for one-third of the total sum raised! By 1786

the debt of that State, with her share of the Continental debt, had risen to over £3,200,000, a sum even the interest on which was not being raised. Farm lands were taxed at so much the acre, regardless of their value, and the poorer farmers were being sold out for taxes they could not possibly pay. To a considerable extent the same conditions were found elsewhere with variations. Moreover, the rapidly accumulated wealth of the new rich, and the seemingly high prices paid for labor, with the general recklessness always engendered by war, had brought about wild extravagance on the part of many. As usual, when the war was over, there were a couple of years of hectic but spotty prosperity, and then the crash came, to be followed by a period of wild speculation which ended with our first great panic. Discontent was rife, and an exodus began from the older colonies to the new western frontier. Ruined New England farmers and mechanics poured in an ever-swelling stream into western New York and Pennsylvania and on into Ohio. Southerners streamed over the mountains to Kentucky and Tennessee. The wilderness was a safety valve, but even with that, open rebellion finally broke out in Massachusetts under an officer in the Revolution, Captain Daniel Shays, and paralyzed the courts of the State for some months until finally quelled."

1819

THE haunting problem was that of a market. The settlers could swallow the gnats and drive back the Indians. They could fell trees and build their cabins, but money—where could they get money? And money they had to have. Furniture, tools, books, all the implements of civilization had to come from the outer world into their great

valley, over the mountains or up 'the river,' and had to be paid for in goods or cash, and even 'the river' did not yet afford the outlet to a market needed by innumerable small settlers. Money almost every one of them needed, too, to pay for the land itself. Under the Act of 1800, Eastern speculators had taken up vast tracts, twenty thousand to five hundred thousand acres at a time, of some of the best lands, and these they sold to settlers on credit at prices much above that asked by the government.

'But even if the settlers had bought from the government, there were the unpaid installments. Without markets the best that the farmers could do, as one of them said, was 'just not to starve.' Default became general. Nearly a third of the land originally contracted for was given up, and, speaking generally, the entire West was in debt, either to individual capitalists or to the government. The government did not evict the settlers, and as the more successful farmers noted this they began to default, for they could not see why they should pay if their neighbor got his land without paying. By 1820 the defaulted payments amounted to over \$21,000,000. The whole situation made for demoralization of financial character. Congress tinkered with the law, but so long as the East remained in control, there was little hope of seeing the West's demand for free land accepted as a government theory, the East insisting that the government should derive a profit from the public domain. On the frontier this theory had been discarded by 1820. Free land was demanded as a right for the man who would settle on it and make it worth something. In 1820 an act was passed abolishing the credit system of purchase and reducing the price to \$1.25 an acre, and a compromise was reached with defaulters by taking from them the proportion of land unpaid for and giving a clear title to the remainder. The West, however, had been thoroughly and bitterly convinced that it was being exploited for the benefit of the East.

'It had also had an experience with banks which it never forgot. The need for cash had been answered by the upspringing of many small banks, managed, even when honestly, all too often by men who knew nothing of the principles of sound banking. Farmers went heavily into debt, believing that land was bound to rise quickly in price. The panic of 1819 found them not only in debt to the East and the government, but to their local banks. The whole community was buried three feet deep in debt it could not pay. If a mortgage was foreclosed, there was no one to buy. Ruin stood sentinel at the door of every farmhouse and at the edge of every clearing. Banks demanded payment, could get none, and merely maddened the

people, who stood solidly together in sentiment as they did in debt. The banks then failed like corn popping in the fire, and the West's conception of the money power had taken definite shape. The Eastern land speculator had demanded money; the government had demanded it; the merchants had demanded it; the banks had demanded it; but if the settlers had no market for their surplus products, where were they to get it? The mountain rampart to the eastward made freight rates prohibitive. One could float down 'the river,' but its strong current made getting back almost impossible by pole or sail. Two questions were becoming clear. Was the Westerner, with his dream of empire, to sink to the level of a serf or a peasant, tilling his land for just enough to sustain life and to be harassed by his creditors? With economic democracy throughout a vast area and manhood suffrage for national affairs, that question had its ominous aspect. Could the Union hold together unless the problem of a market for three million people could be solved? That meant transportation, and the only means of transport ever known to man, horses on roads or sailboats on water, had both failed."

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THE panic of 1819 had laid the country, particularly the West, prostrate. Clay saw an increasing agricultural surplus, as the country grew, which would be unsalable in Europe, and he saw the West's need of internal improvements. As a means of making us independent of Europe and of bringing the three sections into economic and political harmony, he proposed a protective tariff that would greatly increase American manufactures, and provide money for roads, canals, and other improvements. He counted on the industrial sections being pleased with the protection afforded, the West with the improvements it demanded, and the agricultural sections to be made generally prosperous by the market for their produce that he believed would come with the increase of the industrial population. The need for a market for the West had become painfully clear. Corn was selling at Cincinnati at eight cents a bushel and wheat at twenty-five. But New England merchants still outvoted the manufacturers, and Webster made a powerful speech against the measure in Congress, while the South condemned it as a 'combination of the wealthy against the poor'—that is, of the Northern manufacturer against the Southern planter. Clay carried the bill through by a vote of 107 to 102, but the sectional nature of what he had hoped would be an 'American System' was clear. New

England cast 15 votes for and 23 against; the Southern West, 13 and 7; while the Northern West was solidly in favor. Four years later, when a new tariff bill came up, the New England manufacturers had won their local struggle, and Daniel Webster thundered as powerfully for the 'Tariff of Abominations' as he had against the earlier and less 'abominable' one. The measure was carried by all sections except the South, which under the lead of South Carolina, was so incensed that it threatened nullification, boycott of Northern goods, secession, and even armed resistance."

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1837

IN 1840, out of a total working population of 4,800,000, over 3,700,000 were still engaged in agriculture. The next largest figure, that of nearly 800,000 in manufacturing, was, however, becoming ominous, especially as more than 520,000 of these were concentrated in the Northern States.

"It had been becoming increasingly clear that the opportunities for making large individual fortunes in that section centered in the factory. Large-scale agriculture was out of the question; turnpikes, canals, the new railroads, banks, city real estate, might create wealth quickly, but they all depended on increase of goods and population. Manufacturing was the key to both of these. But manufacturing required labor, and the creation of large private fortunes required the profits from a great deal of labor or the increment arising from the efforts of others. Astor, in New York, what with his fur trading, his city real estate, and deals of one sort and another, was setting the pace. As with Ford and Rockefeller today, his fortune towered above those of other business men of his time, but when he died in 1848 and left \$20,000,000 he showed the business men what 'success' might mean. The great fortunes of the early Republic, such as those of Hancock and Washington, had amounted to a few hundred thousand. The pace had been immensely quickened.

* * * * *

THE pre-Revolutionary immigrants who had come in floods in the middle of the eighteenth century had almost all gone on to the land, and their families had now been in America for nearly a century. They were thorough Americans who insisted on American standards and conditions. Since that great movement had spent its force,

there had been comparatively little immigration. From the first census in 1790 to 1825, the inward flow of foreigners averaged only about 8,000 a year at all ports, and these were easily absorbed. From 1825, however, the numbers increased annually almost without a break, from 10,000 in that year to nearly 300,000 in 1849, most of them coming into Northern ports. From about 1830 the employer of labor found available about 50,000 possible new hands a year. After another decade this had risen to over 100,000, and when the famine in Ireland had done its worst, immigration jumped to between 250,000 and 300,000 annually. At the end of the period, the abortive revolutionary movements on the continent sent a good many educated Germans to us, but for the most part the immigrants who came were extremely poor and ignorant. They had fled from unbearable poverty at home, and had expended everything they had merely to get here. To them America was a land of promise, the one hope left in the world. America was, indeed, a land of promise, but its Eastern section was not so indubitably one for a poor man. Among the economically lower classes many people were fleeing from it as fast as they could. By 1850 over 16 per cent of all persons born in the Eastern and Middle States, and nearly 27 per cent of those born in the Southern States, had gone westward. Again, in the same year, more than 50,000 persons, almost all in the East, were paupers, and 135,000 were supported in whole or in part by the State. More than 66,000 of the latter and about 37,000 of the former were not immigrants, but native-born Americans.

THE earlier Irish who came were mostly put to spade work, and to a considerable extent they dug our canals and laid down our railroads. The native American brought up on a farm—Jefferson's good citizen—had an inborn dislike for working for someone else. He had a proper and instinctive dread of losing his independence and the full stature of his manhood. Rather than fall to that, he preferred, if he could, to move West and begin again as his own man. He had not had in the past, however, any feeling that manual work was beneath his dignity as an American. No European race has any such feeling today, and, much to their advantage in every way, the English, French, Germans, Italians, and Spanish perform all the duties in their civilizations from the bottom to the top. The immigrant who came to America was greatly looked down upon, because of his strangeness, frequent uncouthness, and low standard of

living. As he took the low-paid manual jobs working for other men, which the American had declined not on the score of their being manual but because of their being for others, the contempt for the foreigner began to be transferred to the work he did, and the American began to establish his tradition that the work, as well as the foreigner doing it, was beneath him. As shoals of Irish women became household servants, the feeling came to include domestic service. In this respect, and most unfortunately, the despised foreigner in the North fed the same superiority-complex tendency in the development of our psychology as did the negro slave in the South.

THE negro slave had at least on great advantage over the Northern factory worker. He was property, and had to be taken care of. What the Northern manufacturer considered *his* property was the mill with its machinery, and he came to care no more for the worker than for the bale of cotton. The few mill owners who wished to be fair to their employees had to meet the fierce competition of the unscrupulous. It was characteristic of a good deal to come in our life that the 'American System' of Henry Clay was maintained by the manufacturers as a 'system,' but with no regard for the individuals to whom alone any system could mean anything. Like our modern 'efficiency,' it forgot the man. The manufacturers did indeed manufacture goods, and so increased population and provided a market for agricultural products. For this they demanded 'protection' and other special favors from the national government, but they cared not a rap as to what they were doing to Americans as human beings. Prices to the consumer, on the one hand, were raised as high as the special privileges secured would permit; and, on the other, the native American working class was beaten down in the economic scale as low as possible. The manufacturer was enabled to do this by using the club of cheap immigrant labor.

RECOVERY from the disastrous panic of 1837 was slow, but in another half-dozen years the mills were making very large profits. By 1845, for example, the Nashua and Jackson mills were paying 24 per cent in dividends, and many were returning heavily on watered stock. Meanwhile, wages had been largely reduced and production speeded up. Machinery was doing nearly four times as much work in the late 1840's as compared with little more than a decade previously. In the Middle States a ten-hour day had been secured in many lines of work, but New England

still clung to twelve or fourteen. It was there contended that 'the morals of the operatives will necessarily suffer if longer absent from the wholesome discipline of factory life.' The legislature was assured that if it lowered the hours of work no limit could be placed to the evils of misspent time by thus leaving the operatives 'to their will and liberty.' As the mills and factories increased in size, and the mill towns grew in population, both hygienic and social conditions became worse. A petition to the Massachusetts Legislature in 1842 declared that 'the population of manufacturing places are now, in great measure, dependent for the means of physical, intellectual and moral culture, upon the will of their employers.'"

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THE tremendous growth in population in the United States, the expansion westward, the development of manufacturing and of machinery, had all resulted in wild hopes and credited a hectic atmosphere of 'prosperity.' Although the real railroad age did not begin until about 1848, lines were begun and planned in the early thirties. Everywhere the demand for interchange of goods led to the demand for transportation, and as constitutional scruples had become sufficiently strong to preclude the national government from undertaking to provide transportation facilities, and private corporations were not yet sufficiently developed to do so, an era began in which the individual States, more amenable to the whim of the voter, plunged into the most fantastic extravagances to build roads, canals, and railways. With all this came the demand for currency and credit, and newly chartered banks were scattered over the country like confetti. The more feverish 'prosperity' became, the madder the uprush of prices and demand for credit. In 1830 the per capita issues of paper money were only \$6.69. By 1837 they had risen to \$13.87. The price of land, as well as of other commodities, shot up as a whale spouts. Western lands on which in 1830 a lender might have hesitated to lend a thousand dollars seemed, by their prices, to warrant double that by 1837. But it was not only the West that lost its head. Just as, in 1928, financial advisers were cautioning the gullible public that if it did not buy stocks immediately at any price, it might never have a chance to buy American equities again, so all sorts of rumors were put about in 1834 and 1835. It was said, for example, that the timber of Maine was nearing exhaustion, and timber lands jumped in some cases from five dollars up to fifty an acre. Building lots at Bangor soared from three hundred dollars

to a thousand. In the South, prices doubled and trebled. Between 1830 and 1835, the assessed value of real estate in New York City jumped from \$250,000,000 to \$403,000,000. The sales of government land to settlers and speculators rose from less than \$5,000,000 in 1834 to over \$25,000,000 in 1836, most of the huge sum being borrowed from banks on absurd valuations and hopes.

QUITE apart from President Jackson's war on the Bank of the United States and the unfortunate aspects of national finance, the bubble had swollen to such dimensions that the smallest pin could prick it. In May 1837, the banks suspended specie payment by general consent, and the panic was on. All the Western and Southern and some of the Northeastern States had involved themselves in huge bond issues for improvements with no regard to their economic value, and the crash included public as well as private credit. Values melted. In North Carolina, farms could be sold for only two per cent of their supposed worth. In Mississippi, slaves who had recently been purchased for twelve to fifteen hundred dollars each were offered for two hundred dollars cash. It was said that in Alabama practically the entire property in the State changed hands, and that 50 per cent of all in the United States did so. Feeling against the banks, which would have been extremely virulent in any case, was rendered more so by a staggering list of defalcations by officers, which grew day by day. New York was like a dead city. Boats lay idle at the docks and all building operations ceased. It took two years for the full effects to be felt in the West, and five before the nation began to recover. The rich saw fortunes swept away and the poor faced absolute destitution. In New York, six thousand men working on buildings were discharged. Within five months from the suspension of payments, nine-tenths of all the factories in the Eastern States had closed, and fifty thousand employees in the shoe trade in Massachusetts were idle. From a half to two thirds of the clerks and salesmen in Philadelphia were without work. At New Bedford forty whale ships were laid up. Throughout the entire industrial sections of the country, the suffering of the working class was intense. In the South, plantation owners had to sell slaves for whatever they would bring to buy food to feed the rest. Owners of land, whether speculators or bona-fide farmers, were overwhelmed with debt which it was impos-

sible to pay, and were lucky to keep a roof over them. The debauch was over and the nation lay prone.

JUST as earthquakes under the sea cause tidal waves, so the panic of 1837, like that of 1819, caused a great wave of westward migration in the population. It rushed out from the Atlantic seaboard, dropping the uprooted human beings in its course as flowing water lets the heavy particles in it sift downward to rest. For the most part, with each successive hundred miles west, the population became sparser. People would move from one line to the next, which seemed to them to offer more opportunity; settlers on that line, in turn, would move on to the next one.

"But far out in the West, on the real frontier line, the wave beat against the already doomed domain of the Indian, and washed up into it settlers and houses and farms, and the Fate that was to overtake the savage. Fort Winnebago, for example, which had been established to protect the Indian in his rights, became the starting point for white invaders to sweep up to the lead district, flood the prairies, or enter the hardwood forests of Wisconsin. No one can even estimate the vast numbers of Americans from the innumerable countrysides, villages, towns, and cities who in these years shifted westward from wherever they started. Michigan, which had a population of 31,000 in 1830, held 212,000 ten years later. Two by two, slave and free, new States came into the Union in a decade or so: Michigan—Arkansas, Iowa—Florida, Texas—Wisconsin. Constitutions of the new members to a great extent showed the hatred of banks, and the steady demand for more democracy.

"Towns started before or after the panic were rapidly rising into cities—Keokuk, Burlington, Davenport, Chicago, Milwaukee, Dubuque. The West was in ferment all along the line. Each new community thought it would surely be the centre of its territory, but who could say? About 1840 a man who had bought land on the outskirts of Chicago, as then mapped, for a thousand dollars an acre complained that he could not get a hundred dollars for it and perhaps would never be able to get fifty.

"America has always been a land of dreams, the 'land of promise.' The Atlantic has ever been a vast sundering Lethe which has shut out the influence of the past. The only finger which has beckoned has been that of a hopefilled future. Panic after panic—1791, 1819, 1837, 1857, and so on down—has wrought havoc and destruction, like our Western tornadoes, but the finger has never ceased to beckon with compulsion."

1857

MEANWHILE the country was extremely prosperous in all sections, and speculation was rife. The injection of the enormous amounts of gold from California would in any case have brought about business activity, but in addition the Crimean War in Europe helped to provide an increased market for our farm products abroad, in which both South and West shared. As usual, also, our population increases, so unlike the slow advances in the Old World, provided rapidly expanding markets for products, and rising prices for real estate. Chicago, for example, jumped from less than 30,000 inhabitants in 1850 to almost 110,000 in 1860. Furiously as the future could be discounted however, we over-discounted it, according to our sanguine custom, and with the close of the European war came the periodic panic in 1857. The newly invented telegraph assisted the process by instantaneously spreading every piece of bad news everywhere at once. Though not so severe as that of 1837, the crisis was bad, and, as on previous occasions, it started a shift in population toward the West. In a long-settled and fully populated country, there is little for the people to do in a financial or agricultural crisis but remain and suffer where they and their ancestors have lived. In America, on the other hand, such a period has served to set a considerable part of the population on the march to unsettled regions. Such crises have been like pulsations of a vast heart, pumping inhabitants into our unpeopled spaces."

THE lack of employment following the panic of 1857 would have loosened a considerable part of the American population from its moorings and blown them westward in any case, but as it happened, with our proverbial luck, the year after the panic wrought its havoc, gold was discovered in Colorado, and a rush started comparable only to that for California. As compared with the diggings of the Pacific Coast, Colorado was easy to reach, and in the spring of 1859 the Missouri River from Independence to Council Bluffs was lined with the camps of the gold seekers. The general cry was 'Pike's Peak or Bust,' and many attained to both destinations successively or simultaneously. They crossed the plains in covered wagons, carriages, on horseback, and even on foot, pushing their baggage ahead of them in light carts. In two years there were nearly thirty-five thousand persons in Colorado, and Denver was a prosperous city. The West had jumped across seven hundred miles of the American Desert and a new frontier

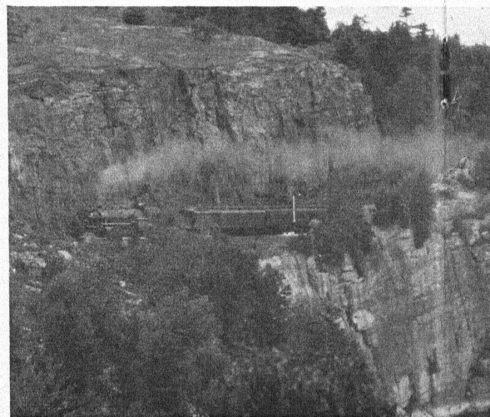
had come into being to impress again on more Americans those characteristics stamped by all the big and little frontiers that had been coming into existence for two and a half centuries."

1873

THE financial system of the nation had not yet gone back to a gold basis, but gold had to be used in certain financial transactions, especially in international trade. There was thus a market in the metal which commanded a premium above paper money. The year after the last coup, Gould and Fisk determined to bring about a national crisis and reap another fortune by cornering gold. For this, it was necessary to make sure that the Secretary of the Treasury in Washington would not sell government gold and break the corner. Gould thought this had been accomplished. By September 24, 1869, he had forced gold up to 162, and panic reigned throughout the country. On that day, which has ever since been known in our history as 'Black Friday,' hundreds of innocent commercial firms went bankrupt, and as a later Congressional Committee stated, 'the business of the whole country was paralyzed for weeks' and the 'foundations of business morality' shaken. The corner was broken by the sale of \$4,000,000 gold by the Treasury, ..."

"The magnitude of our resources on the one

Skirting Lake Champlain N



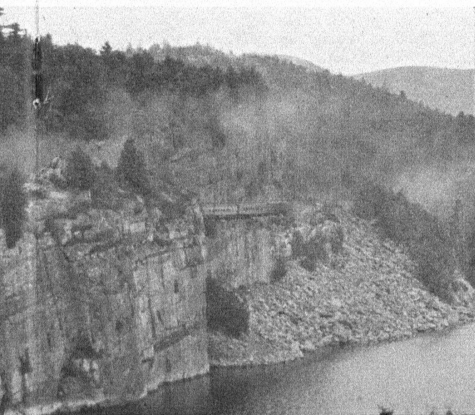
hand, and of the market to be exploited on the other, began to usher in our new period of consolidations and the rise of corporations. Railways began to be merged, and dominating figures to appear in certain industries, such as meat packing in the West and oil in the East. To a considerable extent, as in the case of Rockefeller and the Standard Oil, the railways were used, by means of rebates and special favors of one sort and another, to wipe out smaller competitors and to build up the power of the new oil, coal, or meat 'barons,' and others, of our modern America. In 1879, the Rockefeller group had organized a new form of control to replace the 'pools' which had been declared illegal in the courts. Stockholders in corporations were invited to transfer their certificates to 'trustees,' surrendering their voting power in the individual companies and receiving a participating certificate in the 'trust,' a majority of the new shares being held, in the case of Standard Oil, by four of the 'trustees.' Within three years these were in control of between 90 and 95 per cent of the refining capacity of the nation. This was soon followed by the sugar 'trust,' and others, but it was not until about 1890 that public opposition became strongly aroused.

AMID all this frenzied 'prosperity,' labor had not fared well. The inflation of prices, due to paper money and the war, had raised wages in

terms of money, but although by 1866 wages were about 60 per cent above those of 1860, the workmen were not as well off, the rise in commodity prices having been about 90 per cent, and in rents yet greater. The panic which swept the country in 1873 added to their distress. Eighty-nine railroads went into the hands of receivers and the building of new mileage was largely suspended, throwing a half million laborers out of work. Nearly three hundred of our approximately seven hundred iron and steel plants closed down. Five thousand commercial houses failed in 1873, 5,830 in 1874, 7,740 in 1875, 9,092 in 1876, almost 9,000 in 1877, and 10,478 in 1878.

'While consolidations and trusts were coming into being, laying the foundations for stupendous fortunes and almost unlimited power over the lives and fortunes of the working people, wages were steadily being forced down, and the industrial communities were 'a weary and aching mass of unemployed.' In 1877, the first important railway strike in the country occurred on the Baltimore and Ohio at Martinsburgh owing to a 10 per cent reduction in wages, and was suppressed by Federal troops after the militia had joined the strikers. Shortly after, Federal troops had to be sent to Cumberland, and at Pittsburgh strikers destroyed property of the Pennsylvania Railroad valued at \$3,500,000. None of these strikes were called by unions, but this period saw the rise of unions among the working people as it did of trusts among the capitalists.'

Plain Near Willsboro, N. Y.



1893

THINGS picked up a bit for a few years, but by 1890 the farmer was in serious trouble again from prices. Roughly, from 1873 to 1893 we were in a period of deflation and of falling production of gold, with a more or less steady fall in prices and rising value of gold currency, which had brought about the discontent noted in the last chapter. But there was more to it than that, though the fact of the usual approximate twenty-year cycle in business should be kept in mind.

'By 1890, opportunity no longer seemed to be limitless. In this respect the psychological effect of the end of the frontier was probably important. If one wanted to plod as a farmer, one could yet go West and take up a quarter section, but the old freedom was gone, and the mirage of a city arising at one crossroad. Small farming in itself was merely the making of a hard living. It was not boundless opportunity.

MOREOVER, the farmers had begun to see that they were not getting a square deal. The fact was that the change in the life of the

nation, and the weight of numbers and influence, were beginning to tell against them. In 1790, nine tenths of the population had been farmers, and the farmer was listened to. In 1890, only three tenths were farmers, and it was the other seven tenths who were being listened to. In 1850, farm wealth was over half the nation's total; in 1890, it was but a quarter. Around 1890, everything appeared to be conspiring against the farmer—nature, in a series of droughts and other disasters; sound economic theory, which had caused the burden of debt to become unbearably heavy by the appreciation of sound money; the great corporations, by their discriminations and high charges; the declining gold production, which, with world over-production, was lowering the prices for farm produce to levels which would soon spell disaster. The droughts continued in parts of the West for nearly ten years, and the annual production of corn in Kansas and Nebraska alone declined from over 287,000,000 bushels in 1885 to 110,500,000 in 1889. By 1890, farm mortgages had increased to the astounding figure of \$1,086,000,000, and there were whole Western counties in which 90 per cent of all farm lands were under heavy mortgage. Owing to falling prices, the cost of raising wheat and corn became actually greater than the amounts received for it. In Kansas over 11,000 mortgages were foreclosed in four years, and by 1895 between 75 per cent and 90 per cent of the land in fifteen counties of that State taken for examination had passed from the owners into the possession of loan companies.

THE passage of the McKinley tariff in 1890 had seemed the last straw to the suffering agricultural part of the nation, and in 1892 the Democrats won, reelecting Cleveland as President for four stormy years. In the same year that the Republicans had passed the tariff and the Anti-Trust Act, they had also passed and act providing for the purchase by the government of 4,500,000 ounces of silver bullion each month, issuing for it legal-tender Treasury notes payable in either silver or gold. McKinley himself was a free-silver man, but the Party must assume responsibility for this measure. The business cycle had just about come to its full round, and the over-speculation in part of the country's business and the bad basic conditions in others would have precipitated a crisis in any case; but the Republican Silver Act brought it about almost as soon as Cleveland was installed. Between 1890 and 1893, the silver dollar had dropped in comparison with gold from eighty to sixty cents. By means of the Treasury notes which the Republicans had created, business men

could take silver certificates to the Treasury, exchange them for Treasury notes, and then demand gold in exchange for them, putting in approximately sixty cents and drawing out a dollar. As Cleveland said, 'an endless chain' had been set in motion to drain all the gold out of the United States Treasury.

THE chain operated. The \$100,000,000 gold reserve began to dwindle, and panic seized the entire country as repudiation faced the government. The Free-Silverites in Congress tried to prevent any remedial legislation, although they were forced to consent to the repeal of the silver purchasing clause of the Sherman Act in 1893. Cleveland assumed the responsibility of acting under an almost forgotten statute, sold bonds on four occasions, and staved off a breakdown of government credit. By doing so, and especially by the terms of one of the sales which was made through J. P. Morgan and Company, he aroused intense opposition among the Free Silver wing of his party, which was mostly in the West. By securing the passage of an income-tax measure he alienated the capitalists, and by his handling of the Pullman strike he likewise lost support among labor.

"There were numerous strikes in 1894 after the panic, involving about three quarters of a million workmen, the most serious being at the Pullman plant in Chicago after Cleveland became President. For the first time in our history in a labor dispute, the government secured a blanket injunction against interfering with the movement of the trains. As the Governor (Altgeld) refused to comply with the Federal government's wish to maintain rail service by use of Federal troops, Cleveland, under cover of protecting the mails, sent two thousand troops to Chicago, the Governor claiming that, if the President could order troops into a State to obey his orders against those of the State authorities, constitutional government had broken down.

Along the Susquehanna



1907

IT HAS become the custom to describe the panic of 1907 as of minor importance and Adams follows this in his discussion. The facts would appear to be that it differed only in degree and that not greatly.

Comparison of the ton-mile freight movement of 1893, 1907, and 1929, and the years immediately after these panics, shows:

	1893	1907	1929
Base year	1893=100	1907=100	1929=100
	1894= 86	1908= 92	1930= 86
	1895= 91	1909= 92	1931= 69
	1897=102	1910=108	

D. S. Muzzey, in "The American Adventure," says: "The discoveries of gold and the increase of bank notes had brought the per capita circulation up from \$23.85 in 1893 to \$33.86 in July, 1907. The general rise in prices had been about 16 per cent. The eagerness for capital investment wiped out the marginal safety of savings. In the spring of 1907 the banks began to contract their loans. In October the Knickerbocker Trust Co. failed followed by three other trust companies, six state banks, and one national bank in New York City. Confidence was not restored until 1908."

T. J. Grayson, in "Leaders and Periods of American Finance," says: "Essentially it was caused by the things which cause all panics—false prosperity, over-production, and over-speculation. Several big flotations were unexpectedly interfered with. Money became hard to obtain. Then all of a sudden, general business began to lag, steel orders waned, car-loading went down, and finally a number of early failures threw securities into the market which were not readily absorbed. In October Heintze failed, the Morse banks went down, the Knickerbocker Trust Co. failing started one of the greatest runs in our history, the Westinghouse Electric and Manufacturing Company crashed—and the panic was on."

1929

AGAIN quoting Adams, "We had accepted the great corporations, partly because we were making money in the rise in their stocks and partly because we realized that the needs of modern business on a world scale somehow called for their existence. Our mass production was insisting on world markets, and our greatest industries, such as motor-car manufacture and moving pictures, rested in part on certain essentials which could only be procured in foreign countries. We were trying to force our goods on every nation. Our great business enterprises, such as the International Harvester, Standard Oil, Ford Motors, and others, were building plants and investing tens of millions of dollars

in France and England and Germany and other countries. Our banks were opening branches in London, Paris, Buenos Aires, everywhere. But we still were trying to live in the frontier stage of thought and believed we could live to ourselves by saying we would. To a great extent, we had given up counting on our State Commissions of many sorts, and had come to realize that under modern conditions only Federal regulation would serve. We still insisted, however, upon dividing the world into water-tight compartments in spite of every evidence that it had become a unified organism in which each part depended upon free circulation with all other parts. Under President Hoover, who had been considered to be the great engineering mind applied to the problems of modern

business and government, we enacted a tariff that almost staggered ourselves with the prohibitive height to which duties were raised, in spite of the fact that we insisted upon collection from other nations of over \$11,000,000,000 in loans even the interest on which could only be paid by selling goods to us.

THE battle cries of Roosevelt and Wilson in the struggle to realize the American dream had been changed into the small-town Chamber of Commerce shouts for 'Coolidge prosperity.' We were told by our leaders that a new era had dawned in which we were forever to lift ourselves by our own bootstraps and everyone could buy whatever he chose as long as his credit held out with bank or salesman. The wild speculation in the stock market, which sucked in not only the old semi-gambling elements but stenographers, elevator boys, barbers, every type of individual—even hitherto cautious men and women who were beginning to be unable to make both ends meet under the insistent demands of our 'high standard of living,'—rose to more and more fantastic heights. When Coolidge, at the end of his second term, declined to run again, Hoover was elected on his promises of a still greater 'prosperity' which was to be put on a scientific basis and to last forever. Poverty was to be abolished, and we were to live in an economic paradise. In spite of religious and other issues injected into the 'whispering' campaign against his opponent 'Al' Smith—an able executive but son of an immigrant, a 'Wet,' and a Roman Catholic—the real issue was the continuance of the wild speculation and of that business 'prosperity' which in fact had begun to crack before Hoover was elected in spite of the denials of the highest officials in the government.

AT length, after a few months more, the inevitable crash which had long been foreseen by sane business men came. The people paid, and the wake of ruin was as broad as the land. The situation was not merely American. It was world-wide. We had hung our clothes on the hickory limb, but it had done us no good. We had tried not to go near the water, and the water had rushed over us. It was the surge of that world panic and depression which was as inevitable after the great destruction of capital in the World War as severe weakness would be in a man after amputation of both of his legs. This had been predicted for months in print by the ablest bankers in Europe and America while the American government had encouraged the college professors and stenographers and bootblacks to pay their way by carrying stocks on margin.

"In no case could the nation, or whatever party might have been in power, have avoided the inevitable, but the country need not have been advised to crowd on every rag of extra sail as it headed into the hurricane. We had got tired of idealism and had been urged to place our destinies in the hands of the safe realists, hard-headed business men who would stand no nonsense about 'moral issues,' of which we were told we had had enough, and who would be practical. Our most conspicuously successful manufacturer, Mr. Ford, announced in his new book in 1930 that 'we now know that anything which is economically right is also morally right. There can be no conflict between good economics and good morals.' As the successful business man would consider himself the best interpreter of good economics, he thus set himself up as the best judge of national morals. Long ago we noted the beginning of the confusion in the American mind between business and virtue. That confusion by 1930 had gone full circle. By then it had become complete. If what was economically right was also morally right, we could surrender our souls to professors of economics and captains of industry.

"But, having surrendered idealism for the sake of prosperity, the 'practical men' bankrupted us on both of them. We had forgotten, though no postwar leader dared to remind us of the fact, that it is impractical to be only 'practical.' Without a vision the people perish. The waste of war is always spiritual as well as material, and postwar decades are ever periods in which the fires of noble aims flicker but feebly. By 1930 our postwar decade and our postwar prosperity were over. Let us hope that our postwar materialism may also pass."

Imported Wasps

ONE hundred thousand Peruvian wasps and flies, costing the government about eight cents each, are received each month at the insectary of the United States Department of Agriculture in Jefferson Parish, Louisiana, adjoining New Orleans, and later released in the sugarcane belt of Louisiana to check the advances of the cane borer.

The wasps travel by plane to Florida where they are rerouted to New Orleans. The flies arrive by boat, in iced containers, in the pupae stage. When they arrive at the insectary, the flies that emerge from the pupae stage in the hatching cages get all the attention of newborn babes. The insects are gathered at the insectary by vacuum cleaners for shipment to the cane fields.

A Wiser Age—

Newark Editor Suggests Plan for Returning Prosperity of Railroads

SUGGESTING that "a wiser age would abolish about seven-eighths of the Interstate Commerce Commission's functions and let railroad brains save the railroads," the Newark, N. J. *Evening News* recently printed the following editorial under the heading: "The I. C. C. as Agent of Hard Times."

Proud men do not readily ask for help. The plea of the Eastern and Western railroad groups for better treatment by government and public touches a vital nerve not only in our economic reconstruction, but in our very stability. Railroad securities are the basis of so many insurance companies, banks, charities and other organizations, on which we really depend for much of our economic life that anything in the way of a major disaster to the railroads would be followed by a vastly greater disaster to the public itself.

Time was when the railroads played fast and loose with the public. That day has long passed. The railroads have had to meet the drastic competition of trucks, buses and automobiles on the tax-paid highway, of tax-paid water routes and the subsidized airways. They are far from a monopoly of transportation today. And on top of that they have been held down close to starvation by a deliberate government policy. That any man of brains and initiative would want to be a railroad executive in these days is a marvel.

Railroad rates, finances and services are controlled by a government bureaucracy, the Interstate Commerce Commission. Common victims of our government's policy, the companies have been discouraged in accumulating surpluses when these were possible, and were supposed to borrow money to pay for all improvements. The federal theory that an accumulated surplus is an evasion of a federal tax has set millions of men walking the streets today. Further, the idiotic recapture law, by which railroads earning barely more than a fixed interest were supposed to turn half of the "excess" income over to the government to support "weak" roads, is something that would make a Bolshevik choke laughing.

Something on the order of the Interstate Commerce Commission was needed. But it got off on the wrong foot in attempting a superhuman task of setting rates. The railroad evils grew out of two things—uncontrolled capitalization and the

use of rates for discrimination. Control of the first should be continued, the second could be handled by the commission sitting as a sort of court. As for the rest of it, the immense bureaucracy created by the commission ought to be abolished.

For the enormous expense the commission has cost the nation in attempting rate setting there is little to show but it nearly wrecked the railroads. It is highly probable that if there had been no Interstate Commerce Commission the rates charged today would not have been materially higher—especially since the commission has been compelled to allow a whole structure of emergency rates—and that railroad service would have been a whole lot better and our financial institutions a lot less scared.

It is probably too much to hope that our government will handle the problem intelligently. It will probably set up a bigger, if not better, bureaucracy. A wiser age would abolish about seven-eighths of the Interstate Commerce Commission's functions and let railroad brains save the railroad.

With a broader horizon before them no longer confined by obsolete limits, the railroads will soon rally, and swift recovery will result.

Giving and Getting

PEOPLE who fail to do very much are unlikely ever to get very much. The \$1,500-a-year man can become a \$2,500-a-year man only, as a rule, by first doing \$2,500 worth of work. The man who reaches \$50,000 wasn't afraid to do \$20,000 worth of work when receiving only \$10,000.

The principle of giving to get applies also to friendship. To have friends you must prove you are one. Some people employ all their own time in acquiring more and more education. They concentrate their whole attention upon absorbing. Of what earthly use is information, education, knowledge, unless it is used? To store up enlightenment and never make any serious attempt to spread it, to make it helpful to others, is selfish, barren. To get the most out of this world, we must do our best to put the most we can into the world.—B. C. Forbes.

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Sometimes It Seems

*"God takes the good, too good on earth to stay,
And leaves the bad, too bad to take away."*

About Voting

THE next President of the United States will have much influence in determining national and state policies regarding transportation, but needed legislation must be passed, if at all, by Congress and the state legislatures. What, then, is going to be the attitude of the members of Congress and of state legislatures elected this fall regarding the transportation problem? The employees of the railways and of the many manufacturing companies that are largely or wholly dependent upon the railroads for business can, in great measure, determine the answer to this question by questioning candidates for Congress and for state legislatures between now and the first week in November, and making clear that they will vote against those who fail to make satisfactory answers.

"Now is the time for action. The principal thing needed to restore the earning, employing and purchasing capacity of the railways is to insure that in future they will be able to get all the traffic that they are economically best fitted to handle. The two things most essential to insure this are, first, withdrawal of all subsidies from competing carriers, and, secondly, either an increase in the regulation of other carriers, or a reduction of railway regulation which will give the railways the same freedom as their competitors as respects the rendering of service and the making of rates. Every

person who is dependent upon the welfare of the railways for his own welfare should ascertain the attitude of candidates for Congress and the state legislatures regarding these matters, and vote accordingly."—*Railway Age*.

Idealistic Experiments

ONCE a man in a big city offered stock in a company that was to revolutionize the retailing of food products. He promised dividends of fifty per cent annually. He said he would pay men and women equal wages, and that these wages would be \$10 a day. He said that his clerks would work only six hours a day, five days a week. He planned to pension his employees at the age of fifty-five, and to support them at full pay during sickness and hard times. He also said that he would undersell other stores by from ten to fifty per cent.

Millions of dollars were subscribed, and he opened several hundred stores.

Newspapers printed hundreds of columns about the venture. Magazine editors sent writers to interview the manager, and study his system. Dozens of books appeared, written by learned observers who told of the miracles performed by this genius in merchandising.

After the scheme had been in operation for six months, a farmer filed suit for an unpaid bill for a load of cabbages. Within a week, the enterprise was in receivership. The stockholders lost every penny they had subscribed. The employees lost their jobs. Creditors lost many millions.

It turned out that the promoter had had no evil intentions but was one of those nice souls who wanted to do the right thing. As long as he could collect the savings of thrifty people and give them to others, he was a grand success. But he couldn't make his books balance, and so he turned out a failure.

That's the way idealistic experiments usually turn out.—*Through the Meshes*.

New Ideas

EVERY man of sound brain whom you meet knows something worth knowing better than yourself. A man, on the whole, is a better preceptor than a book. But what scholar does not allow that the dullest book can suggest to him a new idea?

—*Bulwer Lytton*.

This Business of Eating

The "Eat and Run" Meal is as Much of a Menace as the "Hit and Run" Driver.

HOW many of us start with our trays down the long food counter in a cafeteria, take our places at a tea-room table, or seat ourselves on a stool at a drug store or quick-lunch-counter, gaze at the same old list posted before us on a blackboard, or pick up the same old menu from the table, and groan inwardly—in some cases even audibly—as we note the same old line-up of "ready-to-serve" dishes, "blueplate" luncheons, salads and sandwiches, entirely at a loss as to what to order for that noontime meal? Too often we pick at random and, more often than not, end up with a meal hopelessly out of balance with the other meals of the day.

The daily luncheon of the average business girl or man is a very much abused meal. Haste makes it an "eat and run" affair. A sandwich, a cup of coffee taken in a few gulps, and the so-called meal is over. Contrast with this dash and hurry a more leisurely affair with time for relaxation and a bit of a chat with friends amid pleasant surroundings, which in themselves make for a more slowly eaten meal and better digestion, resulting usually in a more cheerful attitude toward the afternoon's work. It is just this hurried kind of a luncheon which furnishes the excuse for a trip to the dining room or candy-counter for that mid-afternoon snack of candy, pie or cake—foods perfectly all right in their place, but entirely out of place as "piecings" in the mid-morning and mid-afternoon.

Whether this noontime meal be heavy or light should depend largely upon the kind of breakfast we have had and the kind of evening meal we plan to have. The kind and amount of food eaten at noon should not be based on the size of your pocketbook. Given the same amount of money to spend, the meal itself may be fairly well balanced from a nutrition standpoint, or it may be a glaring example of what not to eat.

Some people never seem to tire of making sandwiches the mainstay of their luncheon. Sandwiches are perfectly all right as a luncheon food, but the old familiar "ham and white," although filling, does not give us as much for our money as other combinations, such as eggs and lettuce on whole wheat, or tomato and cheese on rye, for in such foods as these lurk those elusive vitamins which have been found to be so essential for good health and well-being.

Along with this sandwich or other food we usually like some kind of a hot beverage such as tea or coffee. But too often we forget that milk may appear on the luncheon table as an appetizing cup of hot chocolate, with a dab of cream on top. News to many of us perhaps is the fact that this cream contains an important vitamin which is of decided value in that it probably helps to protect us from certain infectious diseases. Or, if we do not like hot chocolate and need to get some milk with our noontime meal, why not try a cup of soup (made with milk) along with the sandwich?

We all like desserts. There may be some of us even who unwisely choose desserts first, and then spend what we have left on the rest of the meal. For those of us who have not had our daily quota of fruit or milk, however, a dessert made of one or both of these may be most appetizing and inexpensive.

If we think of our noontime meal as offering an opportunity to secure some of the essential foods we need every day—especially fruits, milk, and vegetables—rather than as "just another meal," we shall go a long way in being certain that our food for a day is adequate.

The "eat and run" meal may be as much of a menace as the "hit and run" driver! Avoid them both if you would live in health and safety!—*Western Electric News.*

How Young Are You?

THE twenties are the moulding years, when the young person forms those habits that shall direct his career. Then he finishes his school work, stands before the altar, establishes a home, and looks the world in the face.

The thirties are the years of discouragement. It is a hard and trying time for all. It is a time of battle without the poetry and dream of youth.

The forties are the years of vision, when a man finds himself, finishes his castles in the air, and knows the value of his dreams.

Life comes to its ripening in the fifties. These should be the years of jubilee, and a man should do his best work then.

At sixty a man has committed enough mistakes to make him wise far above his juniors. He should live better and do better work than in any decade of his life. No man has a right to retire in the sixties; the world has need of his wisdom.

Some of the best work in the world is done in the seventies and eighties!—*Robert George.*

New On the Market

Many New Ideas Developed by Research Spurred on by Falling Sales

ANATIONAL Research Council inquiry indicates that nearly half of the reporting companies spent more on research in 1931 than in 1929, a fact revealing the high value placed, even in face of falling sales, on improvement of old products and processes and finding of new ones. Among the latest inventions are:

A new screenless motor, for textile and other applications where the atmosphere is lint-laden, is so constructed that lint is continuously blown out as soon as it enters.

Lamps, radios, other electrical devices are automatically turned on or off by a new combination electric clock and time switch which uses a self-starting, slow-speed motor.

Chromium-plated cast-iron cooking utensils are now available to the housewife. They are ready for immediate use, requiring no seasoning, and clean easily.

Tea may now be had in individual bags made of perforated Cellophane. The bags are tasteless, permit quick drawing, and won't dissolve in hot water.

Silk mills find a new outlet for their clippings, housewives material for quilt blocks, in a new package containing four to five yards of selected silk pieces.

Usable as telephone stand or small table in home or office, a new metal cabinet contains systematic files for private papers, tricky secret compartment, all under combination lock.

Visible joints and use of battens to cover them are eliminated through a new plywood wallboard. A new spline joint is used to make an absolutely smooth wall.

A new synthetic leather, made by impregnating crepe wadding with latex, is said to be strong, flexible, porous and water absorbent. Its principal present use is for insoles.

In a recently developed arc cutting saw the cutting wheel forms one electrode, the work to be cut the other. Several hundred amperes at a low voltage pass, melting away the part of the work in contact with the saw evenly, rapidly.

A new welded steel floor slab contains four key-stone-shaped ducts, permitting electrical outlets at almost any point. The design is said to provide maximum load-carrying efficiency, ease and rapidity of installation.

Welded parts are now available commercially to machine and equipment makers. Economies over other methods of fabrication are said to be effected in many cases.

Iceless refrigeration is made available to rural homes and stores by a new oil-burning refrigerator. And fuel oil is burned by a new, economically operated cooking range.

A new casement window unit is of aluminum-primed wood, with aluminum muntin bars. It is furnished complete with weather strips, screens, and winter window (where needed).

A new rope, made of chrome-nickel stainless steel, operates safely in temperatures up to 1650 degrees F., and is said to be fully resistant to corrosion from acids, alkalis, fumes.

A new protective coating for metal uses a unique natural ore as pigment. It is said to prevent electrolysis and corrosion and to be practically impervious to salt water, and acid, and alkali and heat resisting.

A new automatic proportioner is designed to mix two liquids continuously and accurately. Installed in the pipe line carrying the principal liquid, it measures and injects the second.

A new blackboard is made of a fadeless black plate glass. Its velvety surface is said never to wear smooth.

Reduction in size and cost of gas-operated air-conditioning equipment is foreseen through a new low-cost chemical compound which is said to dehumidify the air more rapidly and thoroughly.

A new, light-weight insulant for trucks, railroad cars, pipes, is made of treated hog hair. Mats for use under rugs are also being made of the hair, hitherto largely wasted.

A liquified petroleum gas is now being shipped in tank cars to industrial users. It is said to offer economies in process heating operations requiring close control.

A new gasket, designed for severe service, is made from a metal ribbon, shaped to develop maximum resiliency and wound on special machines with intervening layers of asbestos.—*Nation's Business*.

More Unfair Competition

Patron: Here's a piece of rubber tire in my hash!
Waiter: No doubt. The motor is displacing the horse everywhere.

Clicks from the Rails

Preacher Rides Locomotive

Three prime features of railway operation were stressed by the Rev. A. J. Niebrugge, pastor of the Second Presbyterian Church at Freeport, Ill., in a sermon he recently prepared as the result of a ride in an Illinois Central System locomotive cab from Freeport to Chicago. "First, I was impressed with the thorough preparation made for the run," said Mr. Niebrugge. "Second, I admired the detailed accuracy and obedience of the enginemen in keeping rules and regulations. Third, I was profoundly impressed with the tremendous organization and specialization of labor and distribution of responsibilities."



Purse Found in Box Car

A lady's purse, which had been stolen from her living room table in Huntington, W. Va., June 23, 1931, was found on May 14, 1932, almost a year later, in the ventilator of an Atlantic Coast Line car in the yards at Tampa, Fla. Reconstructing the crime, it was found that this car had been in Huntington for a few days in June 1931 and then returned to its own line; therefore, the purse must have been stolen by a tramp who, after removing the bills it contained, had stuffed it into the ventilator where it had remained until discovered nearly 11 months later.



Double-Tier Coach

The Long Island Railroad recently introduced a "Double-Tier" seating arrangement in commuter coaches, thus increasing the seating capacity from 76 to 120 passengers. Rebuilt in the Pennsylvania's Altoona shops the car has its floor 14 inches below the aisle level. By descending one step seats in the lower tier are reached while the ascent of two steps gives access to the "upper deck." Each seat, upper and lower, has a window.

Canine Hobo

"Joe, a dog of uncertain breed but excellent disposition, which has taken up the life of a railway hobo, arrived in Northfield, Mass., on the locomotive of a Central Vermont Railway train recently, headed for some unknown destination further south," says the C. N. R. Magazine.

"Joe first came into the limelight a week previous to his arrival in Northfield when he attempted to board a train at St. Albans and was thrown off several times. Unnoticed, the dog made his way to the runningboard and was discovered there after the train was in motion. He was brought to Brattleboro.

"When the train crew was otherwise engaged at Brattleboro, Joe hid in the engine and was not discovered until the train had left the freight yards. Upon arrival in Northfield, Joe again was forced to leave the train and take to the ties."



Royal Names

The Great Western Railway (England) has recently placed in service between Plymouth and London eight new "luxury saloon cars," each of which bears the name of a member of the Royal Family; they christened respectively: *King George*, *Queen Mary*, *Prince of Wales*, *Duke of York*, *Duke of Gloucester*, *Duchess of York*, *Princess Mary*, and *Princess Elizabeth*.



British Egg Record

Some time ago much publicity was given to the egg handling record of America's railways. Now the Great Western Railway of England comes to the front with the report that 1,000,000 eggs were transported between Truro and London by express freight train in a twelve-month period, and only 120 were broken or cracked in transit.

Prevent Train Wreck

Two Chesapeake and Ohio employes were fishing on the banks of the Little Scioto River one night when they heard the crash of falling rocks above them. Hurrying up to the C. & O. right of way, they found that the mains were buried under a landslide. Just then they heard the rumble of a 100-car freight train crossing a bridge 400 yards from the scene, and although the train was moving 20 miles an hour they flagged it before it was derailed.



Antiques Sold

An aged clock and an old time lithograph of one of the earliest Fall River Line Steamers, both of which had hung on the walls of the New Haven's station at New Bedford, Mass., for untold years recently disappeared. Investigation developed that the railroad had accepted an offer of \$25 made by an antique collector for the clock, and the ancient lithograph was sold to another individual for \$10.



Fireman Saves Baby

Fireman H. Britton, working on Katy passenger train No. 6 on June 15, was looking out of the cab window when he saw a two and one-half year child sitting on the end of a tie at Turkey Creek. Instantly he told the engineer who made an emergency application of the air and stopped the train short of the child. Fireman Britton restored the child to its grateful parents in a nearby farmhouse.



Musical Family

A musical family is that of Fred H. Montgomery, local attorney for the Illinois Central System, Chicago. Mrs. Montgomery is an accomplished teacher, and their daughters, Estelle and Phebe, are jointly authors of several popular hits.

This Day

*LOOK well to this day! For it is life—
the very life to life. In its brief
course lie all the verities and realities
of existence: the bliss of growth, the
glory of action, the splendor of beauty—
For Yesterday is but a dream, and Tomor-
row is yet a vision. Today well lived
makes Yesterday a dream of happiness, and
every Tomorrow a vision of hope. Look
well, therefore, to this day. Such is the
salutation of the dawn.*

—FROM THE SANSKRIT.